



WSDOT Ferries Division Public Meeting
San Juan Interisland Ferry
Monday, Oct. 6, 2008: 11:40 a.m. – 3:30 p.m.

Note: This meeting summary represents notes from the Washington State Department of Transportation (WSDOT) Ferries Division public meeting, and is not a formal transcript or minutes. It is provided as a record for the staff and public in attendance and other interested parties.

Overview

The San Juan Island Public Meeting took place on the interisland ferry and was divided into three sections (San Juan Island to Lopez Island, Lopez to San Juan and San Juan to Lopez). Because different audiences joined the meeting from different islands throughout the meeting, the presentations were repeated three times.

San Juan Island to Lopez Island

Presentation: System Challenges and Funding Problem

Ray Deardorf, Planning Director

Ray gave a brief introduction to the Ferries Division's funding problem and explained that since the motor vehicle excise tax (MVET) went away, the Ferries Division lost 25 percent of the operating budget and 40 percent of the capital budget. What has happened since then is that the legislature has brought discretionary funds from other places to keep the ferry system going. Ray emphasized that the system is not sustainable. He described the \$3.9 billion gap in funding for the existing baseline.

Presentation: Washington State Transportation Commission (WSTC)

Bob Distler, Commissioner

Bob gave a brief overview of the WSTC information. He explained that the survey results reflect input from focus groups as well as the survey itself. The WSTC is also working on an analysis of the long-term funding strategies. Bob said that the WSTC is looking at several sources of funding including local and state taxes. This may include a local ferry district but it may include something else entirely. Bob emphasized that the gap in funding is big and real. He said that WSTC has not discovered the magic bullet for closing the funding gap.

Presentation: Building Blocks for the Long Range Plan

Ray Deardorf, Planning Director



Ray gave an overview of the strategies that the Ferries Division has identified as the most effective for managing demand. These are reservations for vehicles, transit enhancements and pricing.

Reservations:

Ray reviewed the reservations system and reminded attendees that the reservations system has been very successful on the Port Townsend / Keystone route. He said that the Ferries Division will build on that experience and tailor it to each route. Ray said that he knows there were a lot of concerns about reservations in June and the Ferries Division has worked on answering those questions for the public. A few key pieces that would make the system successful are:

- Users would pay something in advance to avoid no-shows
- Space would vary by route and time of day
- Vehicles would need to arrive 10 to 15 minutes ahead of time
- Reservations could be made up to 30 minutes ahead of sailing
- Majority of boat would be reserved (small number of spaces set aside for emergencies)

Transit Enhancements:

Ray talked about the reasons that the Ferries Division is considering transit enhancements as a part of their long-range plan. He said that the survey showed that lack of transit was a frequently cited factor that prevented people from walking on the ferry. Studies have shown that if you want to get people out of their cars, transit needs to be available on both sides of the route.

Pricing:

Research shows that pricing strategies affect demand. Ray said that the Ferries Division has looked at its pricing structure and evaluated tools to find the incentives and disincentives within pricing. These strategies would get phased in over time and would only be used if demand warrants:

- Congestion pricing
- Frequent user policy
- Small car incentive
- Off-peak discount
- Passenger discount

Ray explained that the Ferries Division would most likely mix and match elements of each pricing strategy to develop a package. He said that the Ferries Division wants to maximize the demand shift, achieve revenue neutrality, and minimize the overall cost impact on frequent users.



The last building block is the ferry service changes. If the Ferries Division cannot effectively manage demand, they would need to increase service. Ray suggested that service changes would be implemented if the Ferries Division is not able to change demand with the strategies.

San Juan Islands Package

Ray Deardorf, Planning Director

Ray said that now that we have the strategies, we have to meld them together into a package that works for this route. The first step is to add reservations and transit enhancements. There may be more people who want a sailing than there are reservations available. At that point, the Ferries Division would add pricing strategies to help shift people to other sailings at different times of day. Level I service changes would include additional summer sailings and Level II includes an additional vessel in the summer with more direct routes as well as additional sailings in the spring / fall schedule.

Public Comments and Questions

1. Is this information for the whole system or just for the San Juan Islands?
We are evaluating all the strategies for the whole system but this chart is specifically for this route.
2. What is peak time on this route? *We focused on time of year not individual sailings for this route. We will study time of day next.*
3. July and August are peak times here. Also, Fridays to the islands and Sundays to the main land are peak sailings all year. Commercial vehicles always spike the run.
4. If commercial vehicles were restricted from peak times with an incentive it would make a huge difference.
5. Right now the schedule is really unbalanced. San Juan Island is a tourist destination and it's tough for tourist businesses to only get new tourists every five hours.
6. I work in a tourist boutique and I've found that tourists are intimidated by the ferry system. There is too much to figure out and the schedule is confusing.
7. What about a passenger-only ferry in the summer? *The state is not allowed to pursue passenger-only ferries. We will focus on transit and walk-ons on the ferries we already operate. Private operators could come in and run one.*
8. The problem with transit is that it doesn't match up with the ferry schedule.
Yes, that's something we're looking at.
9. I use the ferry to get to the doctor.
10. Motor homes and travel trailers are going to Sidney at half cost. The pricing system is confusing and not good. *That was done as an incentive*



for overall use. As our system becomes more congested, we need to rethink those things.

11. Transit options that are meeting the ferry have to keep changing their schedule to meet your schedule.
12. The concern is that the San Juan Island route is unique in the ferry system. These charts are “one size fits all.”
13. The parking costs are so high in Anacortes that they force people to drive on.
14. You say that you are going to implement a reservations system but we don't have the opportunity to give input. I encourage you to sit down with us, the FAC, to shoot around ideas. *If the long-range plan does include reservations, we will need to sit down with each community. We are under no illusion that one size fits all.*
15. The tourists should subsidize the residents so that we don't have to pay such high fares. The system works that way now.
16. The system works against us.
17. My business travels all the islands. How will reservations impact people like me? *That's the kind of flexibility that we need to build into the system. We could reserve some spots way in advance, some a week before.*
18. When is the public going to be presented with the amount of money that the transportation system uses to subsidize other types of transportation? We are subsidizing rail and roads. Why isn't the ferry system subsidized, too?
19. I don't think we're considering reservations for the interisland boat, are we? *We haven't ruled anything out.*
20. How many reservations would be available and how many would be free for the rest of us? There are people that can't afford it. *There are issues that we need to work out. The system can be designed with flexibility so that you could reserve part of the boat a month in advance, some a week in advance and leave some space open for use on a first come, first served basis.*
21. I can't complain because I'm in a wheelchair so I get priority loading but I'm thinking of the little guy.
22. In response to someone's comment on private passenger-only ferries. They have been tried and it is not financially sustainable unless it's also a whale watch.
23. It would be nice if you could make a reservation for the return trip when you disembarked in Anacortes.
24. Reservations would mean that we wouldn't have to build bigger holding lanes.
25. I think everyone should be open-minded to reservations. We've always said that we wanted it and now that it's a possibility, people are acting like they don't want it.



26. Passenger-only ferries are being looked at by the Port of Friday Harbor. We would have to vote on a ferry district tax to fund it.
27. I used the reservations system. It worked pretty well, but they were working the system based on who was coming in so I was put in a line for the trip I had a reservation for even though there was room on the earlier boat. *Yes, and that is a rough prototype of what a system could look like. It was set up quickly to aid a capacity issue. It has worked better than a lot of people had anticipated. We increased the percentage of the boat that we reserve. The community has given us positive feedback. We are making constant changes and refinements.*
28. If the commission makes a recommendation for reservations, what is the timeline for implementation on the San Juan Islands? *It may be three to five years. It depends on getting the funding to do the system right.*
29. Where would you begin implementing it? *Good question. The San Juan Island system is complex.*
30. Ferry service affects our community more than anything else. Your first stage should be to accommodate local vehicles and freight.
31. Making reservations months in advance is for the tourists. Residents need a shorter window (one week, a few days). If we are stuck in Anacortes because we can't get a reservation to get back home, it will affect our community.
32. We all want reservations if we can get on the boat we want to get on.
33. How does it work when a boat is cancelled? Will you bump everyone? What if I miss my boat? *If WSF cancels a sailing, all reservations are cancelled. When service is restored, the first reservations will have priority.*
34. Will the Friday Harbor terminal have reservations as well? *Yes, we'd like to implement it in both directions.*
35. We don't have alternate travel methods like other routes where you can drive around. We are held captive by WSF (unless we fly).
36. How soon do you need new boats? *We will open bids in November for two replacement vessels for Port Townsend / Keystone. We are working on a larger class of boats and we're hopeful they will be under construction by the end of 2009. The reason the gap is so big is that we are planning for future vessel replacements. Typically, a vessel should be replaced after 60 years. We will have 12 new vessels in 22 years. This is a huge vessel replacement program that we are embarking on.*
37. We need new boats sooner and we should be a priority because we have no other way off the island.
38. Ever since Tim Eyman lowered our car tabs, we've been borrowing from ourselves.
39. When does WSF think they are going to raise the fares? How high will you go before no one rides the ferries? *There is a ferry fare freeze until fall*



- 2009 so that we can finish the long-range plan. We don't have an answer to that now.
40. What other sources do you have? *That's what the WSTC is working on.*
 41. Assuming the fare freeze comes off next year, do you think that the recommendations will be implemented soon? *We don't know yet.*
 42. The national, state and county budgets have a shortfall. What does this mean for WSF? *The upcoming legislative session is going to be tough. The legislature will need to decide at what level to fund the system.*
 43. I'm on WSF staff at Friday Harbor and we used to make reservations for Sidney. It was a mess. People would miss the ferry, go stand by AND make another reservation. How do you plan on implementing the system? *We don't have an answer. Those are the kind of details we're working on right now and we appreciate the feedback.*
 44. If you miss your reservation, do you get priority on stand by? *That's something we need to decide as we work on this.*
 45. This ferry [Evergreen] is older than the oldest BC ferry. We need new boats now.
 46. The devil is in the details. Please talk to us throughout this process.
 47. This looks like a route reduction plan. If you raise the fares enough, people will stop riding.
 48. You will have to build new ferries or the lines are going to be too long.
 49. A lot of us are forgetting that the ferries don't actually have a funding source. The legislature does. One of the ways to fund the gap is local funding. *There are three ways to raise funds (operating income, state funding and local taxes). Locally, we could form a ferry district which could include San Juan County, Kitsap County, Vashon, and reinstate an MVET-type tax and put part of the money into ferries, part to fund local roads.*
 50. What is the benefit of exploring a local taxing district idea? *The benefit would be that we could continue what we're doing now. Currently, that's not feasible.*
 51. We got ourselves into this fix by getting rid of our MVET and voting for a one percent cap on property taxes. Lowering taxes is not sustainable. You can't have everything you want and have your taxes lowered. We need to raise taxes or suffer severe ferry cuts.
 52. I've been riding since 1953 and I have an old fare book that says the fare was \$4 - that's when minimum wage was \$1 an hour. We're actually getting a pretty good bargain. Eastern Washington doesn't think they should subsidize the ferry system but it is part of the highway system.
 53. I don't buy the pass because of the expiration date. If there was no expiration, I would buy it.
 54. I get together with friends to buy the commuter booklet.



55. How did you get your numbers for the 1.5 percent increase in traffic impact? *It was based on several demographic and job studies. Also, as population in the Puget Sound grows, we get more recreational traffic.*
56. Please don't play with the schedule so much. I was recently on the mainland and got stuck not knowing that the 2:30 p.m. ferry had been canceled.
57. Are you considering cuts on the interisland boat? *Our current thinking is that the baseline may not be feasible but we're not there yet.*
58. If you keep the ferry rates high, the population won't go up.
59. How is the money not raised by fares managed? *It is applied system-wide and a portion is allocated to each route based on ridership or operating costs.*

Lopez Island to San Juan Island

The following presentations were repeated for the new attendees:

Presentation: System Challenges and Funding Problem

Ray Deardorf, Planning Director

Presentation: Washington State Transportation Commission (WSTC)

Bob Distler, Commissioner

Presentation: Building Blocks for the Long Range Plan

Ray Deardorf, Planning Director

Public Comments and Questions

1. You can mitigate the problems by cutting down the number of cars you need to get on the ferry if you eliminate the parking fees in Anacortes. At the present rate, it is cheaper to drive on than to park.
2. You can design ferries to take more passengers than cars. Parking may be a big source of revenue but it's stupid.
3. There are no cabs on Lopez. If people could leave their cars, a shuttle could make money.
4. WSF offered free parking for the Fourth of July weekend and Lopez started its first shuttle. It served over 600 people that weekend.
5. The chamber paid for the shuttle.
6. If you would allow residents to use our tickets at the regular rate during the July – August surcharge, that would be nice. *That's something we're talking about for the long term.*
7. These comments about parking and transit are part of a larger conversation about inter-modal transportation on the mainland and between islands.
8. This interisland run is so important for holding our community together. It is going to be important to our future. Other ferry users may be able to



- drive around on the mainland but here, this boat holds us together. It is our road.
9. Are the ferries considered part of the highway system? *Yes.*
 10. We lost funding in 2000. Did other things lose funding? *Yes, local roads and local transit were the hardest hit.*
 11. Do we have the same kind of numbers as small roads in Eastern Washington? *The commission's role is to talk to people around the state. Local roads around the state are in bad shape and were also big losers with the loss of the MVET.*
 12. Our rate went up without our choice, are they going to toll those small roads without asking them?
 13. I'm so glad there is no charge for walk-ons but it's not always that convenient. Friday Harbor is walkable but Anacortes and Orcas aren't.
 14. If we go to reservations, is this something that WSF does through WSF? Would I call WSF directly to make a reservation? *Yes, through WSF. Most ferry systems throughout the world have reservations and we're modeling after those systems.*
 15. I think that most residents are afraid to commit to a sailing. *We can design something that's flexible. For example, three months in advance you could release 10 percent of the space for reservations, 40 percent a week ahead of time, 70 percent three days ahead, and then allow for spontaneity with the rest of the boat. We would work with the communities and do it incrementally. We would build towards reserving a whole boat.*
 16. Keystone works well.
 17. Would there be a surcharge for reservations? *We are working on that. There needs to be some sort of financial disincentive for no-shows.*
 18. There is a misconception that reservations are elitist. I don't think there should be an additional cost but there needs to be an incentive.
 19. What about medical emergencies? *We would save 10 percent of the boat for those kinds of emergencies.*
 20. Reservations would make things easier. It would be nice to know even if I have to wait.
 21. We realize that the ferry service costs relate to tourism but we already pay a cost for tourism (medical, fire, roads) and we pay fares. To additionally tax the local residents is not a fair way to make money. We're already picking up the tab for the tourists. *You can structure the tariff so that the summer service users pay more and the local customers get a break.*
 22. Some people own property and pay taxes and don't live here year round. Some of the "tourists" actually own property. Could you collect a hotel tax?
 23. In Anacortes you get stuck behind tourists because there is not a designated pass booth. It's so bad sometimes that I have missed the ferry when I'm behind a tourist.



24. When the booth is open, they have the booth in the wrong place. It needs to be to the far left.

San Juan Island to Lopez Island

The following presentations were repeated for the new attendees:

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Ray Deardorf, Planning Director

Presentation: Washington State Transportation Commission (WSTC)

Bob Distler, Commissioner

Presentation: Building Blocks for the Long Range Plan

Ray Deardorf, Planning Director

Public Comments and Questions

1. The license fees should not have gone away in the first place. They will help us get off of fossil fuel dependence. Everything in the “more services” column should go away.
2. You shouldn’t only allow 10 cars to get on [at Lopez Island]. It slows down the ferry and there is no point in stopping for that small of an amount of cars.
3. With any transportation system, there is a correlation between running at full capacity and operating in the black. We only need one boat in the morning and one at night. The midday boat is never full. Scheduling for efficiency needs to be part of your plan.
4. I rely on experiences I’ve had in the past to judge how early I need to be at the ferry dock. Is there anything published for people who have never taken a ferry to find out how full the ferries are? *There is something on the Web that lets people know how many people are typically on certain sailings but we don’t have real-time information now.*
5. We need better traveler information. If the blinking light in Anacortes could say “2:30 is full,” I would stay in town and shop.
6. When are the non-peak hours for the San Juan Islands?
7. There is a rumor on Shaw Island that you would cut boats and give us more spaces on the ones that do come? *I don’t know what the source of that rumor is. The change in Coast Guard work requirements (based on the crew endurance studies they’ve done) will cause us to work a little bit differently but we don’t know the impacts yet. It looks like they will require a nine hour maximum shift and the boat that overnights in Friday Harbor relies on the 10 hour day.*
8. Would we be able to check reservation availability online? *Yes, we even send out a notice to riders every morning on the Port Townsend / Keystone run telling them which sailings are full.*



9. I had my truck custom-made to fit on the ferry for the lower rate and now I can't get priority boarding. Can you loosen those restrictions?
10. There would be less demand for deck space if each community could get a notice board going for carpools and vanpools. A lot of times, I see my friends and neighbors on the boat going to the same place I'm going.
11. What is the breakdown of the costs for fuel vs. labor? *Fuel and labor make up 70 percent of our costs (a little more than half on labor). The other 30 percent of our operating expenses is for supplies, oil, maintenance, overhead.*
12. What's the difference between capital and operating costs? *Operating costs include supplies, labor, maintenance, etc. and capital costs are for new boats, docks, terminals, as well as repainting and re-engining the boats.*
13. What is happening with the terminal building in Anacortes? *The project is on hold until this long-range plan work has been done. We have gone through the project design and scaled it back. Anacortes actually has huge amounts of vehicle staging but the building is falling down. It is a part of our capital project request for the 2009-2011 State Legislative Transportation Budget.*
14. What about new ferries? *There are up to five new ferries in the capital program at the moment. The contract is in place and technical drawings are being done on three 144-car vessels. Once we negotiate the price and they finish design, we should be under construction before the end of 2009. There are bids for two 64-car vessels for the Port Townsend / Keystone route on the street. We anticipate having other vessels available for the Port Townsend / Keystone route in late spring.*
15. The Sidney ferry is a sore point up here. How is it subsidized? *The Sidney boat doesn't just do Sidney work. It stops at Orcas Island in the summer. The ability to use the vessel in spring and fall is limited. If there was a lot of domestic demand, you could run it to Anacortes but probably only in the middle of the day.*
16. Sidney ferry covers its operating expenses in the summer but on a year round basis it's close to a 70 percent fare box recovery.
17. It was good when the Chelan was on the Sidney run.
18. What is the Coast Guard going to come up with regarding the staff schedule? *It will have to change by a certain date next fall.*
19. Do they tell you how many staff you need on each boat? Yes.
20. We don't like the Homeland Security stops in Anacortes, it messes up your [WSF] schedule.
21. We appreciate you holding this meeting and listening to us.
22. Monday is not the best day for meetings.



Bob thanked everyone for coming. He said that it was a great turn-out and encouraged attendees to “keep the comments coming.”

David thanked everyone for attending and apologized for not being there as much as he wanted to due to the service interruption on Edmonds / Kingston.

Diane reminded attendees to send in their comment forms.

Approximately 54 attendees. The public sign-in included:

- | | | |
|-----------------|-----------------|-----------------------|
| Rene Beliveau | Lori Stokes | Debbie Pigman |
| Bob & Shanon | Lisa O'Brien | Anne Sheridan |
| McClure | Lynn Danaher | Mike & Marilyn Akin |
| Beverly Zapalac | Howie Rosenfeld | Dan Zaehring |
| Fred Weedon | Diana Wisen | Harry R. Harris III |
| Jeff Hanson | Fred McCulloch | Bill Buchan |
| Bob Myhr | Rob DeGavre | John Sorensen |
| Shannon Wilbur | Rebecca McKay | Marjorie Manro |
| Gale McCallum | William Wright | Phil Gueffing |
| Terry Swain | Mickey Wright | Lola Deane |
| Larry Hendel | Roger Sandwith | Tifni Twitchell Lynch |
| Jim & Jan Bruce | Steve Mason | John & Carol Whetten |
| June Arnold | Al Mauldin | Richard Sorenson |
| Jean Lavoie | Bill Watson | Gordon & Joan Eustis |
| Nancy Wight | Ed Sutton | Moira Goode |

- Ferries Division Staff:
- David Moseley, Assistant Secretary
 - Ray Deardorf, Planning Director
 - Dan Ferguson, Operations
 - Diane Adams, Consultant
 - Kristina Walker, Consultant
 - Blair Scanlan, Cedar River Group

- Washington State Transportation Commission:
- Latisha Hill, Commissioner
 - Bob Distler, Commissioner



The following comments were submitted at the meeting. Names have been omitted.

Received at the meeting, Oct. 6, 2008

To the Washington State Advisory Board,

Please! Please do not take away our regular ferry time slots! (sailings – especially our interisland commuter).

We need them for Doctor appointments, for visitors and a great deal more. (to mainland).

We have only needed more slots at the height of summer in which case ALL the islands have overloads. . . it would NOT HELP US to lose time slots.

For me personally. . . I am a children's storyteller that includes Lifeskills and necessary benchmarks that children need to prepare for the outside world. I need all the time slots I can get in order to make a schedule. Just the cost of the ferry tickets have it so difficult to make a living.

Please do not take away our time slots!

Most sincerely,

[REDACTED]

At the meeting – most notable for me

1. the interisland connecting of communities
2. Free parking in Anacortes – it's cheaper to bring cars on the ferries now.

Received at the meeting, Oct. 6, 2008

Add car parking fees to your "transit". Shift ridership to walk-ons.

Differentiate between "Resident" "Tourist" parking.

Must separate operating shortfall and capital shortfall!!

Provide WSDOT total spending " Buckets" / overview and show WSF portion within this context.

You have to have an "Economic Impact Analysis" performed to understand the role of WSF in the state's economy.



You must do a “price sensitivity” “fare elasticity” analysis to determine the price vs. the demand curve – when do you start reducing revenue??
Call a meeting for your “commercial Customers” to better understand potential strategies to meet their needs while shifting commercial traffic out of “peak time”.

Love the “small vehicle” pricing option.

Need to begin defining “peak time” for our route!

Think about an “annual” usage discount rates – i.e. as some one uses the ferry more during a year, price would be “discounted” – way to “favor” residents – smart card kind of technology.

Received at the meeting, Oct. 6, 2008

San Juan Island ferries serve 2 purposes:

1. Interisland is the school bus, commuter to work, government jobs & meetings, etc. Should be kept as is.
2. Mainland boats also serve 2 purposes:
 - a. Shaw Island depends on ferry for all medical, dental, fuel, shopping needs
 - b. Tourism & family visits on all islands.

Idea of eliminating parking fees at Anacortes should be instituted regardless of other plans.

Received at the meeting, Oct. 6, 2008

If public transit were enhanced so that one did not have to use a car just to get to Anacortes and beyond from the ferry landing, congestion would be reduced.

Revenue from higher fares, congestion pricing and excise taxes on vehicles will be necessary.

I favor congestion pricing. Very effective in London, UK.

Received at the meeting, Oct. 6, 2008

May I suggest that after a 1st offence that a canceled or non-used reservation be charge to the reserving credit card – for repeated cancelations.

Because of heavy vessel traffic we have been forced to wait for 4-6 hours in line on hot summer days with food spoiling in our car – Yes we would love



to have a reservation system. We have even seen the ferry workers load people from other lanes in front of us – IE Orcas folks had been waiting even longer than us. A reservation system would make it easier on everyone. We would fill the later runs knowing that we can get on and not take a chance of missing the last ferry at night when taking reservations. Perhaps you can ask the size and/or type of vehicle and then you know how many will fit on board ahead of time.

Received at the meeting, Oct. 6, 2008

- Pay for efficient service (supply & demand) vs. RETax subsidies
- Don't penalize residents for tourist usage (subsidies)
- Efficient scheduling to run at capacity (including reservations with adequate resident capacity).
- Less Anacortes parking fees to encourage walk-ons
- Efficient reservations system (cell phone and internet make & change)

Received at the meeting, Oct. 6, 2008

1. Simplify and dedicate a lane for pass users that is accessible, even when the line is up the hill.
2. Allow purchase of priority board for businesses that have vehicles under 20' and under weight.

The following comments were submitted following the meeting.

Received via e-mail, Oct. 16, 2008

I am a homeowner, resident of SJI of 16 years with two kids, and a registered voter. I believe adding a taxing district of a few cents to the levy rate is the most fair and equitable way to distribute the excess costs of our highway system that is used more by "us". The added fees would be our form of a toll like the users of some bridges in Seattle.

Received via e-mail, Oct. 4, 2008

To whom it may concern:

Although I truly appreciate the notion of ferry personal riding San Juan interisland ferry to gather input from those who are on the ferry, those of us who live on one island and work on another will not be on board during the meeting in October. We need to arrive at our destination by 7:30am and are on the 5:30 from FH sailing, which is after the meeting and conversation has



stopped. Once again, the times for the meetings are set for the convenience of the committee members rather than the commuters who ride the boats.

I understand why the times are how they are; just want to keep in focus that many who regularly ride the ferries are not on the ferries during the day.

Thanks for considering us.

Received via e-mail, Oct. 3, 2008

Hello Joy Goldenberg, My name is Robert Miller and I live on San Jaun Island, I am the owner and operator of the motor vessel Humpback uscg inspected vehicle and passenger ferry based in Roche Harbor. I have been in service for eleven years serving the non-ferry served islands. I have a unique relationship with 1000 or more residents, contractors and visitors. I am looking at and listening to logistical transportation requirements daily. The number one conversation is the cost and time for transportation. unanimsly clients suggest that an additional route to and from Bellingham would be the best fuel and time saving benefit the Washington ferry service could do to improve rider ship and build the economy for all the Islands. Quite possibly could be the most profitable route in the islands. It has been suggested that leasing landing space from the Alaska State Ferry terminal in Fairhaven could be a solution for both the state of Alaska and Washington by sharing cost. I am sending you these comments because I am unable to attend Monday on the inter island meeting. I am not sure if this has been researched already, but would like this suggestion put in the long range plans.

Best regards,

Received via mail, Oct. 20, 2008

1. As a resident and a farmer (since 1953) I am concerned that tourists will bump local residents. I never know when I am going to have to go in and come back and when I do return I need to be able to spend time in the farm, not in ferry line.
2. I wish there was a dedicated lane for commuter card holders at Anacortes terminal. Often it opens up at last minute and even then you can't get to it because of back ups. [Same for Sidney cars – I missed



the ferry more than once because Sidney bound cars take SO LONG to get through the ticket booth.]

3. I wish the commuter ticket would not expire so quickly for island residents. You've got our money, so let us use it. Hard for (older residents-my mom) to use passenger ticket up quickly.
4. I love the late night ferry runs. Lets me work a full day and still get off island or come back. Though it wasn't fun to have to get off and wait at Lopez in the dark and cold.
5. Expensive to park at Anacortes. Doesn't encourage people to walk on and leave their car behind.
6. Last year at the meeting people mentioned that raising fares for tourists (peak season) will scare people away – lower ridership. But I think marketing studies show that that is only temporary. Maybe at first it will, but then people forget or get used to it and carry on as usual. This down turn in the economy is something else and people will not be vacationing as much. That will lower ridership more than raising fares.
7. Something that has improved over the years is the attitude of the crews. They are friendly and pleasant and helpful now.

Received via mail, Oct. 20, 2008

- Is there no way to get back the funding lost in 200? (I voted against it).
- Please keep fares for regular users (especially island residents) as reasonable as possible.
- Parking in Anacortes needs to be addressed as possible way to cut down on number of cars using ferries – parking needs to be much lower or free.
- Communications with regular users needs to be improved – e.g. sign on Hwy 20 could tell us if ferry is already full, etc.
- If reservations apply – please make it easy to navigate website to check.
- Inter-island ferry good idea!

Received via e-mail, Oct. 17, 2008

1. Three wheeled vehicles are the only ones which must pay peak season surcharge even if they buy a 20-ride pass. It is ludicrous that a trike or sidecar rig is treated as an oversized vehicle and subjected to peak season surcharges IN ADDITION TO the oversize vehicle surcharge they already have to pay.

2. Three wheeled vehicles do not have the re-value card option available to them.



3. Southworth needs a 7:15 A.M. boat from Southworth to Fauntleroy. It's ridiculous that there is an hour and fifteen minute gap in service during the peak of commuter traffic.
4. Good-to-go & Wave-to-go need to be combined.
5. Ferry passages purchased should never expire. The money they were purchased with does not expire. When a service has been paid for, it should be delivered, even if it is a year or two after purchase. Taking money and refusing to deliver is theft, plain and simple. Many commuters use more than one mode, and have to retain multiple passes. It is very difficult to use all of them when I have to keep a car pass, trike/sidecar pass, motorcycle pass and walk on pass.
6. Bicycles should not be charged more than pedestrians. Washington state needs to encourage alternative transportation methods, and a bicycle is one of the most environmentally friendly modes of transportation.

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Power the Washington State Ferries Utilizing Grid Electricity. The Washington State Ferry System can save money, stabilize the cost of energy, and eliminate most if not all carbon emissions.

Current Facts:

1. The propeller shafts on the Washington State Ferries are powered via electrical motors.
2. Energy is stored aboard the Ferries in liquid form as diesel fuel. A diesel generator converts the energy in the diesel fuel to the electrical power required to run the motors delivering power to the propellers.
3. Diesel fuel must be transferred to the storage tanks on the ferries via hose connections giving rise to the potential for fuel spills.
4. Diesel fuel is currently being delivered via fuel trucks. The trucks burn diesel and add to carbon emissions.
5. The current system is inefficient, harmful to the environment, and unnecessary.

Technical Feasibility:

1. Lithium Ion Batteries are currently available such that a bank of them can store enough energy to operate a ferry for an entire day.



2. The durability of Lithium Ion batteries has been proven.
3. A seagoing vessel can be designed to carry the weight of the batteries.
4. Adaptation to existing ferry design would be cost effective. Essentially the on board diesel generator and diesel storage tanks would be replaced with battery storage capacity.
5. The diesel fuel lines used to fill the on board diesel storage tanks would be replaced with a high capacity shore-power electrical connection.
6. The ferry is a perfect application for electrical power because of the defined time under power and the time spent "pushing the dock" that can be used for recharging the batteries.

Benefits:

1. Cost savings of \$1,443,064 annually for a boat like the WSF MV Tillikum. This is based upon \$4 per gallon diesel and an electricity rate of \$.10 per kwh.
2. Alternate funding is available for "green projects." An example of available funds is 10 million in grant money from Google for ideas that improve the world.
3. Electricity is generated locally while diesel is imported.
4. The diesel fuel delivery costs, along with the risk of (and actual) environmental pollution is eliminated.
5. No longer will the diesel generators have to be maintained with oil changes, daily service, and engine overhauls.
6. No future carbon tax.

[report accompanied comment – available upon request]